

# THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

VOL. XII.

RIO DE JANEIRO, NOVEMBER 5TH, 1885

NUMBER 31

## OFFICIAL DIRECTORY

AMERICAN LEGATION.—157, Rua das Laranjeiras.

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W. B. BAGBY, Pastor.

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*Limited Express*: Upward, leaves Rio at 6 a.m.; arriving at Barra at 6:05 a.m.; Entre Rios 12:55 p.m.; Porto Novo 5:30 p.m.; Cachoeira 6:00 p.m. Downward, leaves Cachoeira at 6:40 a.m.; Porto Novo 6:30 a.m.; Entre Rios 10:30 a.m.; arriving at Barra 7:14 a.m. and at Rio at 5:30 p.m.

*Altered Trains*: Leaves Rio at 8:30 a.m., and 3 p.m., the first going to Entre Rios and second to Barra da Fazenda.

CANTAGALLO R.R.—Leaves Nilópolis (Sant'Anna) 7:35 a.m., arriving at Nova Friburgo 11:20; Cordeiro (1 hour per tramway from Canta Gallo) 1:20 and Macuco 205 p.m. Return train leaves Macuco 8:15, Cordeiro 9:10 and Nova Friburgo 1:20 p.m., arriving at Nilópolis 2:55 p.m. A ferry boat runs between Rio and S. Anna, connecting with trains.

CORCOVADO R.R.—Trains leave the Station at Coqueiro Velho, Laranjeiras, at 5:30, 7:35, 11:45, a.m. and 11:30, 2:15, 4:15 and 5:45 p.m. on Sundays and holidays; and at 6:30 and 8 a.m. and at 2 and 5:15 p.m. on week-days.

PETROPOLIS STEAMERS AND R.R.—Steamers leave

Trapiche Maná at 4 p.m. week days and 7 a.m. Sundays and holidays. Returning, trains leave Petrópolis at 7:30 a.m. week days, and 4 p.m. Sundays and holidays.

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Dr. W. J. Fairbairn: M. D., Edin: Surgeon and Physician, Office: Rua 1º de Março, No. 49. From 1 to 3 p.m. and 4:30 to 5 p.m. Residence: Rua D. Carolina, Bonsucesso, Med. Director of Equitable Life Ins. Co. of New York.

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## THE RIO NEWS

PUBLISHED TRIMONTHLY

for the mail packets of the 5th, 15th and 25th  
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of tides and charters, a summary of the daily coffee reports from the *Associação Commercial*, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance)

Subscription: \$10.00 per annum for Brazil,

\$10.00 or £2 for abroad.

SINGLE COPIES: \$1.00 reis; for sale at the office of publication, or at the English Book Store, No. 6, Rua do Ouvidor.

All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES: —  
79, Rua Sete de Setembro

Subscription and advertising accounts will be received by

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RIO DE JANEIRO, NOVEMBER 5th, 1885.

WE heartily join our colleagues of the daily press in expressing our deepest sympathy with Her Majesty the Empress for the unfortunate accident which happened to her on the 26th ultimo, and our sincere gratification that no dangerous results are anticipated from it. The Empress has so endeared herself to the people of this her adopted country by her uniform courtesy, untiring good nature and sympathetic interest in all that affects their happiness and welfare, that no misfortune can overtake her without arousing the liveliest concern on their part, and a spontaneous prayer for her safety. And in this prayer no one joins more heartily than ourselves and all foreigners resident in Brazil.

Is it not time for the government to take the financial situation of this country into serious consideration? Instead of electioneering, and wasting time over petty questions which ought to be left to subordinates, the ministry ought to devote itself at once to the study of those vital questions of paper currency and taxation. The steady decline in exchange shows that confidence in the future of Brazil is slowly but surely waning, and that unless something is done soon to check this decline disastrous results must certainly follow. Although heavy shipments of coffee are being made, exchange continues to fall. Where is it to end? Can not the government see that the last issue of paper money is proving most hurtful to the country, and that the impending increase in taxation and bonded indebtedness is rapidly undermining all confidence in the stability of its institutions? The magic name of the new *promier* has proved impotent to check this downward tendency; is it not therefore full time that rational measures should be adopted to place the fiscal administration of Brazil on a sounder basis than paper money, increasing indebtedness and chronic deficits?

At a meeting of the Sociedade Central de Imigração on the 24th ultimo a project was presented by Dr. André Rebouças for the organization of regional immigration societies which merits more than a passing notice. The objects sought are those of securing a greater number of immigrants, of facilitating their settlement and improving their condition after arrival—all of which are highly desirable and praiseworthy. The methods to be employed, however, seem to us both complicated, unnecessary and impracticable. It is proposed that these

societies shall have a certain, fixed capital which is to be employed in bringing out from Europe the relatives and friends of the shareholders, and assisting them to settle within the region from whence their assistance comes, as independent landholders. These societies are also to operate as territorial banking corporations, buying, dividing up and selling lands, making loans on the security of lands, buildings, crops, or other recognized security, and letting out locomotives, steam plows and all other costly machinery. They are also to do business on the co-operative system, maintaining shops and warehouses for the sale of goods to the colonists, and bringing out seeds, blooded stock, etc., from Europe which have not thus far been introduced into the country. And besides all these, the societies are to carry on business as savings banks, keeping agencies in every locality for the receipt of deposits, and employing the same in proper loans and investments. The scheme is one of such magnitude and detail, that it is very doubtful whether it could be successfully operated in the most civilized community in the world, and even if this were possible there are good reasons for believing that it would result in more harm than advantage. Such an association would require the highest grade of administrative ability and a most thorough dedication to the interests and welfare of the community at large. In short, it requires traits of character, both in those entrusted with the administration of the enterprise and in those participating in its benefits, which are not to be found in the most civilized country of the world, except in occasional individual cases. The scheme, we fear, is purely utopian. So far as immigration is concerned, we can only repeat what we have again and again said in these columns. The only work to be done at present, either by the government or individuals, is to secure the repeal of all unfavorable and restrictive legislation, and then to make the country ready for their reception. The immigrant must be treated like a man, and not like a slave, or a child, or a knave, as is done under existing laws. These requirements liberally fulfilled, the immigrant will come of his own accord, and then when he has established himself he will easily find the means to send for his relatives and friends.

SOME years ago the custom house authorities of this port rented the Dom Pedro II Docks for a period of five years at an annual rental of \$10,000. At the expiration of two and a half years the contract was rescinded, the Dock company receiving an exclusive monopoly of the coffee shipping as an indemnity for the prejudices suffered through the failure of the custom house to fulfill its part of the contract. In this new arrangement no period of time was stipulated for the continuance of the monopoly; the natural supposition, therefore, is that it was intended simply to cover the unexpired half of the broken contract. The period covered by that contract expired about two years ago, but the monopoly has been continued undisturbed. The company claims that it was designed to extend to the end of its corporate existence of

ninety years, which would certainly be an extraordinarily liberal compensation for the loss of two and a half years rental. It is calculated that the gross receipts are about \$300,000 a year, which amount is almost exclusively derived from the whirl charges on coffee shipments. The charge in itself is no cause of complaint on the part of exporters, as it is quite as reasonable as it could be made at any of the private wharves. The delays, however, which arise from the concentration of so large a business in one place, must be considered a serious incon-

venience and tax to two of the chief lines of business in the port, those of the exporters and the steamer companies. These delays represent an enormous amount of idle capital in the course of a year, and is therefore an absolute loss so far as the earnings on that capital is concerned. Thus far, however, the government has failed to take this phase of the question into consideration, and has permitted the continuance of this unjust monopoly in the hands of the Dock company. A memorial to the government has just been placed in our hands which bears the signatures of all the leading coffee exporters and steamship agents of this city—fifty in all—and in which the abrogation of this burdensome monopoly is earnestly petitioned. It is shown that the government can lose nothing by permitting the free shipment of coffee from any of the bonded wharves, because customs officials are stationed at every one of them; while on the contrary the increased shipping facilities would be a direct gain to all the parties concerned. As it is not a favor which these gentlemen are asking, and as the benefits to them and to the trade of the port in general are all clearly evident, we do not see on what grounds their just petition can be refused. If the minister of finance considers the plain fact that the government can gain nothing from the continuance of this gigantic monopoly, while it can not fail to benefit from the improved condition of trade through the enjoyment of greater freedom on the part of merchants, he must certainly see the necessity of cancelling the exclusive privilege now enjoyed by the Dom Pedro II Docks. Under normal conditions these docks will continue to enjoy the greater part of the business, but in times of heavy shipments the rapidity with which coffee can be handled will be greatly increased by the employment of other wharves.

Another consideration, which the government should not overlook, is the fact that the free shipping of coffee from other wharves will greatly increase their value, and will eventually lead to water front improvements by private parties which can not fail to be of great public utility. A monopoly rarely benefits any one outside of the few who hold it, while, on the contrary, freedom of commerce ever fosters public spirit and individual enterprise, both of which are unfeeling sources of strength and wealth to the state.

A DEPUTY to the provincial assembly of Rio de Janeiro, Sr. Lapér, in a speech made in the 8th ultimo, has presented some tables showing the result of the *métairie* system as practiced on a coffee plantation in that province. The deputy is a planter and his figures are probably correct; they will be of value to all interested in the coffee trade. The statistics cover the years 1882, 1883 and 1884 and may be summarized as follows:

	1882	1883	1884
No. of colonists.....	11	14	14
Coffee gathered, kilos.....	77,913	27,852	74,494
Net proceeds of sales.....	23,105	9,106	23,606
Planter's share.....	11,557	4,550	11,839
Preparing and charges.....	1,564	556	1,490
Colonists' share.....	9,993	3,994	10,349

The number of colonists given refers to families. In 1883 the crop was nearly destroyed by a hail storm, and 33 persons including women and children were employed. In addition to their share of the coffee the colonists earned from \$100 each family, by planting corn, beans, etc., and raising fowls and hogs. In 1884 the 14 families represented 37 persons; there were also 80 slaves employed who gathered 105,306 kilos of coffee. The total number of slaves on the plantation are 140 (of which 80 are employed in agriculture) and 42 free-born children, or 182 persons who are furnished with food, clothing, etc., at

the planters expense, whereas the colonists support themselves. The speaker singled out eight names of those who had been on the plantation during the three years, and shows that the average per family for each year was \$1,797.84. The system followed seems to be to turn over to each family from 2 to 2½ *alqueires* of land, each *alqueire* containing about 4,000 coffee trees. The land is valued at \$300 per *alqueire*, and the trees at \$300 reis each. The eight colonists therefore occupied, say:

18 <i>alqueires</i> of land.....	5,400\$
72,000 coffee trees.....	21,600

Total..... \$27,000\$

or, for each colonist a capital of \$3,375, from which it appears that the gross receipts were over 50 per cent of the capital employed. If, however, 600 reis per *alqueire* be deducted for preparation and carriage to the railway station, the net annual receipt of each family would be \$783.33, or about 23 per cent for these and 30 per cent for the planter. Even if the value of land be increased to 400\$ and of the trees to 400 reis the result would still be 17 per cent for the colonist and 23 per cent for planter. The deputy proceeded to compare slave labor with that of these colonists, who from the Azores islands. In 1884 the colonists produced 74,494 kilos of coffee, of the value of \$23,606, of which the planter received \$13,32: in the same year 80 slaves produced 105,306 kilos of coffee, valued at \$33,382. To make the comparison clearer:

31 ½ <i>alqueires</i> of land at 400\$.....	12,600\$
126,000 coffee trees at 400 reis.....	50,400

Total capital..... \$63,000\$ which produced 37 ½ per cent, or 16 ½ per cent for the colonist and 21 per cent for the planter. Supposing that the eighty slaves cultivated a like quantity of land, the calculation would be:

Land and trees, as above.....	63,000\$
140 slaves at 700\$.....	98,000
Machinery, etc., for preparation.....	21,000
Stores, quarters, etc.....	18,000
Live stock and wagons.....	3,000

Total capital..... \$203,000\$

Now, as the slaves produced coffee to the value of \$33,382, the return is only 16 per cent on this capital. The position of the plantation in question, near the railway and also with a ready market for such articles as the colonists produce, is undoubtedly exceptional, but the results as stated by the deputy are certainly far from showing that coffee cannot be profitably grown by free labor. Nor do current prices seem to be so ruinous as is generally reported. As the deputy has collected his statistics to prove that the province of Rio de Janeiro is in no wise less advantageous to the colonist than that of São Paulo, and as a planter he can have no reason to overestimate the profits of his colleagues, his figures can not fail to have exceptional value.

## RIO AND PERNAMBUCO COMPAGNIES.

To the Editor of THE RIO NEWS.

Sir.—After some years' residence at Pernambuco, I lately arrived in this city. Like others before me, I have been much struck by many points of difference between the two places. Of course one expects to see many things in the capital of any country which are not to be seen in a provincial town; but, on the other hand, there are some things in which a provincial city need not compare unfavorably with the capital. I should be glad, through the medium of your paper, to call attention to one or two points in which it seems to me that Pernambuco is, without any necessity, miserably behind Rio.

I. The state of the streets and public roads in and near the city. I will mention

but one—the road leading by the academy buildings to the public cemetery. A considerable part of this road (along which most funeral processions pass) is neither paved nor macadamized, but is in its primeval state, a tract of loose deep sand, through which funeral cars and carriages have to be dragged by main brute force, and where scenes are daily witnessed which would shock the beholder, were he not rendered callous by familiarity. I have seen funeral cars stuck in the sand and unable to proceed with their mournful freight. I have often been compelled to descend from a funeral carriage to enable the overtaxed horses to drag on the empty carriage. And even where hearse and carriages do not thus come actually to a stand, the flogging which the horses receive to force them through this sandy morass is utterly destructive of those thoughts and feelings which are naturally associated with the burial of the dead, and renders a Pernambuco funeral one of the most ghastly spectacles to be seen in any country.

Pernambuco sometimes claims to be the second city of the empire, and its people are so public spirited that they are ready at any time, on the reception of a popular deputy, or a favorite opera singer, to spend sums of money more than sufficient to remedy the barbarous state of things I have described; but years and generations pass and the sturdy slough remains!

II. Another and still more serious point in which Pernambuco compares unfavorably with Rio is in its tramways, or "bonds."

And first as to the manner in which the tram-rails are laid down. A few years ago I was carefully observing the putting-down of tramways in a provincial town in Europe, and I noticed that the regular convexity of the street paving was not affected by the tram-lines, and that ordinary vehicles passed and repassed over the rails without any perceptible jar or obstruction. To a great extent this is the case in Rio also, but at Pernambuco this is not so. There the tram-rails are so laid, that the streets and roads are rendered almost impassable for ordinary carriages. Instead of a section of the road-way showing one uniform curve extending from one side of the street to the other, it now presents a number of high ridges, which are utterly unnecessary, and which answer no conceivable purpose but to destroy the general usefulness of the road.

A part of the tram-line has recently been put down near the provincial House of Assembly, and even there, under the very noses of the deputies, the ridges I speak of are such that it needs some care on the part of the driver of an ordinary carriage not to overturn his carriage.

The object of the tram company seems clear enough—to drive other carriages from the streets, and make for themselves a monopoly. In this they certainly have succeeded admirably; a few peculiarly constructed medical men's carriages being almost the only carriages which the "bonds" have not ousted. Why the public convenience should be thus ostentatiously sacrificed to the pleasure or the advantage of the tramway company, I can not imagine: it is probably one of those things of which Lord Dundreary speaks—"that no fellow can understand."

But there is another thing connected with these same Pernambuco tramways about which I desire to speak with all earnestness, the more so as I would plead for those that can not speak for themselves—the unfortunate mules that work the company's cars.

It always seemed to me that these mules were the most docile and willing workers possible, ready to do all they can without

much urging. From what I see of the tram-miles in Rio I am entirely confirmed in this view. Here I see these interesting animals cheerfully and almost with alacrity pursuing their appointed course, for the most part unconscious of the lash.

How different at Pernambuco! There, unfortunately for the poor mules, the whip is, I believe, forbidden. I say *unfortunately*, for the drivers are allowed to have heavy closely-knotted reins of unlimited length, and these they learn to apply with a severity in comparison with which an ordinary whip would be a merciful plaything.

The drivers themselves are for the most part young and inexperienced. They are so miserably paid, that they seldom continue at the work for any length of time, and each raw hand is wont to make amends for his own incompetency by mercilessly ill-treating his mules. These incapable and stupid Jebus apparently consider that the chief art of driving consists in being able to apply the knotted reins with the most telling effect upon the poor beasts before them; and so you will see them vigorously practising this art, utterly regardless as to whether the poor mules are doing their work in the very best manner possible.

A favorite occasion for this brutal pastime is when, after stopping, the car is being started afresh. The driver then sees his mules with strained sinews, so down he comes upon them with the knotted thong, the poor beasts vainly shrinking from their brutal tormentor, and becoming utterly bewildered and disheartened by such setless and savage usage.

Another favorite occasion for the exercise of this cruelty is when on rising ground. There are certain approaches to bridges at Pernambuco, up which it is often doubtful whether the mules will be able to drag their heavy load. For some distance before the incline is reached the mules are lashed to their greatest speed, and this lashing is continued and if possible increased during the whole time that the poor beasts are straining up the incline. It often happens that after all the thing can not be done; the poor beasts have not the necessary strength. Then woe betide them; for then driver and guard combine in maltreating them till, sickened by the sight, the passengers alight and help them with their impossible task.

Some time ago this sort of thing became so common that many passengers refused to leave the cars, and so, in spite of every cruelty, the way became blocked; and the manager, who had been insensible to shame and pity, was compelled to provide an additional mule for this incline. But, even with an extra and much stronger mule, the system of merciless beating is continued, the extra driver being armed with a whip to supplement the ordinary knotted thong.

Not to weary you with these miserable details, I will give but one more example of the barbarous manner in which these poor animals are treated by their brutal drivers. I may mention that through a great part of the tramways (outside the town) the space between the rails is not paved in the ordinary sense of the word, but is filled in with rough irregular pieces of granite, forming a roadway so uneven, difficult and dangerous, that no European horseman would venture to put his horse beyond a walk on such a road. Well, Sir, over roads such as these the Pernambuco mules have to do a great part of their work; and not only so, but over these dangerous ways they are often driven at a furious speed. This is especially the case at night, when there are few passengers, for then the "bonds" may be heard driven (in spite of the darkness) at full gallop over these dreadful ways, the drivers lashing away as if they were very fiends.

It always seemed to me that these mules were the most docile and willing workers possible, ready to do all they can without

Now the example of Rio shows that all this barbarous and brutal cruelty is utterly unnecessary and inexcusable. Why, then, is it allowed? Where is the manager of the company? Where are the police? In countries claiming to be civilized these barbarities would not be allowed for an hour. Where are the Pernambuco deputies, who are perfectly aware of these things, and who know how differently these things are managed in Rio? Where are the shareholders of the company, who allow their property (the mules) to be worn out in half the time they would be able to work under decent management? Where are the fathers and mothers of the city, that they do not cry out against this brutalizing example that is perpetually before the eyes of their children? Why should the feelings of passengers be constantly outraged by these brutalities? I do not suppose that I am very different from other men, but I have often borne these things till I could bear them no longer, and have either left the cars, or pleaded for some touch of mercy, or have tried to check the uplifted hand till I have been openly threatened with the knife. Yet Pernambuco is never weary of calling itself "this noble and generous province," "this enlightened and cultivated people," "this fair capital of the north!" I venture to submit, Sir, that till she has put away from her the daily proofs of barbarism which I have attempted to describe, these high sounding titles are a little out of place.

I am, Sir,

Your very obedient servant,

AN OBSERVER.

Nova Friburgo, October 21, 1885.

#### ENGLISH AT GAMBOA AND THE CUSTOM HOUSE.

To the Editor.

Sir.—Probably many English-speaking people will agree with me that it is a great pity that the man in charge of the English cemetery here in Rio is unable to speak or understand the English language. Also, the other day at the custom house I was surprised to find, when taking out my baggage, that none of the officials there could boast of any but the most extreme and puzzling type of "English as She is Spoke," of which, indeed, one meets the most amusing examples everywhere in Rio.

By the way, the book in which the burials at the cemetery are recorded, is a most barbarous thing, and what a dreary contrast the whole cemetery is to those of the Catholics of Brazil!

I am, Sir, etc.,

AN ENGLISHMAN.

#### COMMERCIAL QUESTIONS.

The following extracts from a letter of the Rio correspondent of the *Germania* of São Paulo, written under date of the 4th ult., are so pertinent to the present state of affairs here that we take much pleasure in reproducing them in these columns. This would have been done in our last issue but for the lack of space. The *Germania*'s correspondent is evidently a business man who fully understands and appreciates the situation.

The prospects for the next coffee crop in the province of Rio have considerably improved, and the news from São Paulo read almost enthusiastically. In case we have now no unfavorable weather with its prejudicial influences, we shall have this year a crop as large as never before. Now will be the time for the "Centro de Lavoura e Comércio" to show to what extent their *propagandas* and *exhibitions en masse* have been of practical value. For an increased crop we require an increased demand. If this increased consumption can be obtained, we shall see another fall of prices. Which of the two cases will take place? Will it be possible to increase demand and consumption

without a further reduction in the value of the article? We think not.

It can not be denied that Brazilian coffee has gained very much in general estimation ever since the Centro da Lavoura has been its warm defender; although we believe that for this purpose some few exhibitions in the larger countries of consumption would have been quite sufficient. However, the Centro da Lavoura has proceeded with its exhibition-propaganda by a regular system, believing that nothing more is necessary to help the increased production. It is true that this sudden increase is something quite unexpected, but the manner by which the Centro da Lavoura proceeded always shows that they wanted to find new markets for the coffee in proportion to the increasing production, of which we can expect any stability only in the province of São Paulo, where we see a fair immigration of agricultural elements, whilst in the other provinces agricultural labor is diminishing.

Very likely the Centro da Lavoura will now be proud of having predicted this considerable increase of production, so much the less satisfied must they feel in regard to the result of their efforts to augment the consumption. The first thing to do would have been to study the reasons why in some countries consumption of coffee increases, and why it is prejudiced in others. They then would have found out that the import duties levied on the article in many of the countries are most prejudicial towards import and consumption. The United States have no duty on coffee, and this is the reason why we see such a large export to that country. France, so adored by the Brazilians, levies heavy duties on coffee and consequently its consumption is a moderate one. And now Russia has such very heavy duties on coffee, as on all other imports, that they appear more like prohibitory duties than anything else. An increase of consumption could only be possible in Russia and in France, where, however, this desideratum would not be obtained by exhibitions; the advantages of coffee are well enough known in both countries, but the small demand is due to the high prices of the article.

The question of the consumption of coffee enters hereby upon quite another ground than that upon which the Centro da Lavoura tried to bring it. Here we have to deal with the international relations caused by duties and finances executed by the different countries, and it is necessary that steps of international importance should be taken in order to avoid any system of seclusion and injury of one party against the other, at any rate as far as this is practicable.

In regard to its customs policy Brazil most resembles Russia; it would almost appear that the South American empire has borrowed its custom house regulations on imports from the Muscovy.

Now, we well know that, as in so many other things, France has been the ideal for the Brazilian statesmen in customs legislation, and the pupil has even beaten his master; that is to say, Brazil has become more French than France, and has brought its import duties to such a point that they are just as injurious to themselves as to foreign countries. To impose duties on imports with so little consideration is not the way to induce foreign powers to act in favor of the greatest article of Brazilian export; on the contrary it appears to us more reasonable that these powers should shut their doors against Brazilian products. Should Brazil really wish to increase coffee consumption in Europe, then she ought at once to negotiate treaties of commerce by which a reciprocal reduction of import duties would be created. This is so much the more advisable for Brazil, as her import customs have to-day considerably surpassed the limit which gives the highest revenue.

As a rule no article can stand a higher duty than 30—35%, without injuring the revenue with a reduction of import. Brazil has long since arrived at this point, but by a wise commercial policy she could attain a double advantage: increase of government revenues by reduction of import duties and an increase of the consumption of coffee by foreign countries through treaties which guarantee to their products the advantage of such low import duties. These high customs may, if you like, keep up against countries which will not show themselves reciprocally friendly.

"The imports of hides from South America to the United States," says the *Philadelphia Record*, "amounted last year to upward of twenty million dollars. In the same period the value of the country's exports of leather was nearly nine million dollars. For the creation and encouragement of this large trade no steamship subsidy was required, nor was there any need of sending to South America a commission of politicians out of a job to instruct the merchants of New York and Philadelphia as to the best means of securing commerce. The trade is due to mercantile enterprise and to the spirit of commercial freedom."

## PROVINCIAL NOTES

A local fair is to be held at Rezende some time this month.

The Rio de Janeiro provincial elections are to be held on the 30th inst.

The Espírito Santo provincial assembly was formally opened on the 22nd ult.

The municipal chamber of Itu, S. Paulo, has authorized the signing of a contract for lighting the town with the electric light.

The *Município* of Casa Branca, S. Paulo, of the 16th ult., says that never in the experience of a long life had such a coffee blossoming been seen in that municipality, as was shown this year.

Advices from the province of Piauhy are still somewhat discouraging. The drought continues, the dams are nearly dry and the water is so low in the Parahyba river that the steamers are constantly grounding.

The *Jornal do Comércio* of the 28th ult. says a telegram from the president of Alagoas reports the seizure at Penedo on the night of the 25th of good, of the value of 100,000\$ which it was intended to smuggle.

The *Jornal do Recife*, Pernambuco, notices the arrival there on the 20th ult. from Halifax of the Br. hg. *Acacia*, with the officers and crew all ill of fever. The captain, his wife and two children were ill and one of the last died two hours after the vessel came to anchor.

The Pernambuco custom house has been authorized to pass free of duties the plant imported by the North Brazilian Sugar Factories after examination by the engineer of the 1st fiscal district, even if Sr. Fernandes Pinheiro, the government agent in Europe, has not examined it.

The southern districts of Minas Geraes were visited by a violent storm on the 4th ult., accompanied by hail, which caused heavy losses in various localities. Considerable damage was done to the coffee plantations, but owing to the season it will probably be made good in the second blossoming.

A most touching incident occurred on the 29th ult. in the Rio de Janeiro provincial assembly, when ten orphan girls appeared to thank the deputies for granting the confraternity of S. Francisco de Paula two lottery. The vice-president embraced the director of the establishment and, no doubt, tears were shed.

Our provincial exchanges are constantly reporting assassinations from various parts of the country, and with a frequency that gives a very unfavorable opinion as to personal security throughout the provinces. It would seem full time that some effort were made to repress these crimes and to bring their authors to punishment.

A commission is now making an exploration between Ceará and the Rio S. Francisco for the purpose of determining the practicability of a canal that river for irrigating the province and thus preventing the disastrous effects of prolonged droughts. The construction of such a canal would unquestionably cost more than the whole province of Ceará is worth.

On the 29th ult. the minister of agriculture advised the president of the province of Pernambuco, that a slave woman freed in 1877 and who had, in the settlement of her former master's estate, been turned over to one of the heirs as a slave in 1883, should give her free papers and might bring suit against those concerned for wages during the time she was unduly restrained.

The Bahia *Diário de Notícias* says that a fight took place at Macatibus, Bahia, on the 24th ult., between a detachment of soldiers and a party of citizens, growing out of a political demonstration. The citizens took pains to parade in front of the barracks crying *vivas* for the party in power and *morrer* for the outgoing party, and then fired upon the soldiers. Two of the latter were gravely wounded, and two slightly injured.

The daily papers of the 29th ult. notice an attack by some 100 Indians on a plantation in the municipality of Theophilo Ottoni, province of Minas Geraes, when two daughters of the planter were carried off. The savages were afterwards attacked and 30 are said to have been killed. The two girls returned in a day or two, having been hiding in the woods. The killing of 30 Indians without any loss to the whites, looks more like a massacre than anything else.

The *Diário de Campinas* publishes a communication, reprinted in the daily press here on the 29th ult., stating that a regularly organized band of thieves and robbers had been discovered, through the treachery of one of its members, with ramifications in the provinces of S. Paulo and Minas Geraes. The police delegate of Monte São, Minas, was investigating the matter and important persons are said to be implicated. The delegate had been threatened with death if he continued his investigations.

Counterfeit 5\$000 notes have recently been apprehended at Jacarépaguá, province of Bahia.

There was a balance of 789,805\$58 in the Para provincial treasury on the 30th September.

The inauguration of the electric light in Rio Claro, S. Paulo, is to take place on the 7th inst.

The fugitive hookkeeper of the Braga railway company, Henrique Rebe, was captured in Manaus on the 27th September.

According to the *Comércio do Amazonas* of Manaus a defalcation has been discovered there in the accounts of the ex-commandante of police.

There were 340 immigrant arrivals at the port of Santos during the month of October. Of these 203 were Portuguese, 126 Italians and 11 Germans.

A slave driver on the plantation of João Pires Baptista at Serra Negra, S. Paulo, was killed by the slaves on the 26th ult. Two of the latter were captured afterwards.

It required seventeen days for the Sta. Catharina custom house to organize its tables of receipt for September; yet the whole amount collected seems to have been only about 66,000\$.

Inspector Basson, of the Pará custom house, left for Rio de Janeiro on the 15th ult. On the following day the announcement was made that the charge of smuggling against Sears & Co. was a mistake of this same inspector. The circumstance that this statement could not be made until the inspector was well out of the way, is significant.

Since 1866 no less than 13 surveys and estimates have been made for the improvement of the harbor of Santos, but as yet nothing whatever has been done. The most elaborate surveys were probably those of Col. Roberts in 1880, the execution of which was entrusted to the province of São Paulo soon after. Though half a dozen proposals have since been called for, none have been accepted and nothing done.

Campinas, S. Paulo, seems to be ahead thus far in the use of the official stamp. There even the beef that leaves the municipal slaughter house for the butcher shops is marked with a stamp and black ink, the mark being the imperial coat of arms surrounded with the words "Município Municipal de Campinas" (Municipal Slaughterhouse of Campinas). The next we hear the aldermen will be affixing adhesive stamps to black beans.

## RAILROAD NOTES

The August traffic receipts of the S. Carlos do Pinhal, S. Paulo, railway were 37,590\$440 and expenses 20,152\$875.

The August traffic receipts of the Baturité, government, railway were 25,323\$950 and expenses 18,725\$184.

The September traffic receipts of the Rio Grande and Bagé railway were 45,197\$850 and expenses 42,704\$940.

The August traffic receipts of the Bahia Central railway were 27,918\$830 and expenses 35,261\$410; deficit 7,342\$570.

The July traffic receipts of the D. Pedro II railway were 1,077,602\$223 and expenses 558,492\$400; balance 519,109\$823.

The director of the Sobral [state] railway gives the August traffic receipts at 2,808\$210 and expenses 11,833\$955.

The minister of agriculture has decided that claims for damage on goods may not be charged to traffic expenses. This seems unjust, for such claims are clearly chargeable to freight.

The Pirahyense, Rio de Janeiro, railway is to be sold at auction to-day [5th]. Impossibility of continuing the line for want of funds caused this decision on the part of the shareholders.

On the 3rd inst. the payment of 84,448\$118 to the Campos and Carangola railway, for interest guaranteed for the first half of the current year, was authorized by the minister of agriculture.

At the general meeting of the São Paulo Railway Co. in London on the 2nd ult. a resolution was passed asking the directors to reconsider the question of renouncing the imperial guarantee so as to have it brought before the next meeting for discussion.

The report of the committee of the provincial assembly of Rio de Janeiro is favorable to Sr. Manoel de Oliveira Gomes' offer to buy the Cantagalo railway. The Macaé and Campos company are opposing certain clauses of the bill as infringing its zone, and there is considerable opposition to it by some members of the assembly.

A telegram from Victoria, Espírito Santo, dated 3rd inst., states that the final surveys of the railway from Itapemirim have been approved and that work will shortly be commenced. The line is about 72 kilometres long, gauge one metre and the company has a provincial guarantee of 7 per cent. on a capital of 1,250,000\$.

The Bahia and S. Francisco directors inform the shareholders of that company that they expect to complete the Timbó branch within the time and capital specified. The vacancy on the board of directors caused by the death of Mr. T. M. Wegelin has been filled by the choice of Mr. Frederic Viule.

The *Província do Espírito Santo* of the 22nd ult. says that the surveys recently concluded for the Cacheiro de Itapemirim railway have been sent to the inspector of public works for approval. The estimates fix the cost of the road, including buildings, furniture, etc., at 18,000\$ for the total extension. The concession is held by Commandador João José dos Reis Junior.

The directors of the Alagoas Railway Co., whose road was opened to traffic December 4, 1884, report that the total traffic receipts up to 30th June last were £9,272 13s 5d, and expenditures £8,837 12s 10d in Brazil and £1,623 13s 5d in England, leaving a loss of £1,188 12s 10d for the seven months in question. From the guarantee received the directors declare a dividend of 5 per cent. per annum, free of income tax.

The province of Minas has authorized the concession of a forty years' privilege to Antônio Polce, cargo de Meirelles Enout and Paulo Ferreira Alves for the construction of a tramway between some convenient point on the Minas and Rio line and the city of Baependy. At the end of the privilege the line is to become the property of the province. The province grants exemption from provincial import duties on all material used in the construction and operation of the line.

The *Railway News* says that ten years ago the respective weight of cars and cargo in the United States were 20,000, and 24,500 lbs. In 1881, the weight of cars increased to 22,000 lbs. while cargo reached 40,000 lbs. Now the car-makers propose hauling cars to carry 60,000 lbs. with only a slight increase in the weight of the car. Instead of hauling one pound of car to one pound of freight nearly three pounds of freight can now be hauled for one pound of car."

The annual report of the Recife and S. Francisco company, which was presented to the half yearly general meeting in London on the 13th ult., does not make as good a showing as could be desired. The passenger and freight traffic both show a considerable decrease, the falling off in receipts being £31,498 15s 1d, while the expenditures were increased by £506 10s 5d. The total receipts were £16,649 7s 8d, and expenditures, exclusive of exchange differences, rolling stock, etc., were £62,754 12s 1d. A dividend of 5 1/2 per cent. per annum was declared. Our thanks are due to the secretary for a copy of the report.

## LOCAL NOTES

On the 23d ult. the Mint sent the Post office stamps of the value of 495,000\$.

The minister of justice has been stirring up the notaries public, who are enjoying leave of absence and vicariously enjoying at the same time the revenue arising from their appointments.

The *Diário de Notícias* of the 29th ult. publishes the names of 26 candidates for a notary public's office. One happy man, and 25 republican voters, will result.

The examination into the books of the Monte Pio, whose offices were burned a few months ago for the purpose, is charged, of hiding a defalcation, was concluded on the 28th ult. It is found that some 13,000\$ are missing.

On the 12th ult. the minister of agriculture asked the Treasury to pay 748,714\$389 on account of overdue accounts, but a great part of this seems to be due to the D. Pedro II railway and other government enterprises.

Municipal book keeping. The Municipal Chamber owes a party 20,000\$, but only has 19,700\$ available with which to pay it; so the creditor pays in 300\$ to complete the sum required to pay himself, draws the full amount due him, and then appears as a creditor of the municipality for the said 300\$.

While our city fathers are debating as to how best to kill vagabond dogs, it appears that some of these same fathers are members of the Society for the Protection of Animals. Perhaps protection for the calves of one's legs about balances the philanthropical care for the miserable curs that swarm in our streets.

The minister of war informs his colleague of justice that soldiers of the line cannot serve as guards at the penitentiary, nor at the poor house, as the poor soldiers are over-worked (*sobrecarregados*), for beyond garrisoning the city, they are called upon to go to funerals, etc. The minister does not mention the cheerful humor of his lambs in breaking heads, and such like amusements, during intervals of service.

On the 25th ult. the German minister at this court, when leaving the residence of the Russian minister, had an accidental fall and broke his leg.

The *Praia* of the 27th ult. says that the government has suspended its order to the Bahia revenue officials for the immediate collection of the new 5% surtax.

We see in one of our American exchanges the following: "The young Earl of Duley, who will inherit £100,000 a year on his coming of age, is just now in Brazil, a guest of Dom Pedro." Our American colleagues seem to have a very remarkable opinion of the Emperor. We have never yet known him to entertain anybody outside his own family, rarely even to a dinner. And the "young Earl" in question is a guest in a Botafogo hotel.

The minister of marine has ordered Lt. Commander Bueno Brantão, assistant to the director of the machinery section at the Navy Yard, Lt. Neves and the *patrião mór*, Soares, to be confined in Fort Villegaignon pending their trial by court-martial for moving the buoys of the measured mile in this harbor, which caused the accident to the *Almirante Barroso*. There seems to be no doubt that the buoys were so moved to give a favorable result for the trial trip.

The authorities finally removed the embargo on Messrs. Oliveira & Co. on the 22nd ult. and permitted them to put up their canvas booths in the market place for the sale of fruits and vegetables, the municipal council having granted permission to the marketmen to sell in another place if they preferred. The tents have accordingly been spread, but to no purpose. The fruit and vegetable sellers are determined to have nothing to do with the jol.

The surface water drains in the Rua Sete de Setembro seem to have interfered with the rest of many members of the confraternity thereabouts buried. One of our daily colleagues is quite provoked that these mortal remains should have been deposited in a police station; but we can not see where is the difference between storing a barrel or two of bones, or warehousing a gentleman whose delight is in ripping up the stomach of a wayfarer. As another colleague says: *Antes pelo contrário, as hones are the least harmful of the two.*

The assistant calculator at the Observatory publishes tables showing the thermometer readings since 1851. The average is 23.49° C.; February being the hottest month at 25.9° and July the coldest 20.7°. The average for 1851-67 was 23.6°; 1868-78, 23.9° and 1879-84, 22.8° C. The months May-October comprise the dry and November-April the rainy season. The hottest days since 1880 were January 27th, 1880 and November 27th, 1882, 37.5° C., and coldest September 1st, 1882, 20.2° C.

The *Diário de Notícias* of the 30th ult. mentions a report that Sr. Brantão, the contractor for the gas lighting here, has sold, or turned over, his contract to the Rio Gas Co. That Sr. Brantão would turn it over to some other party was evident to every one, and that the Rio Gas Company has taken it over seems to the advantage of all concerned. It is, however, a further proof of the futility of giving important contracts to parties who do not possess the financial resources necessary for their completing these same contracts.

In connection with the comments of a correspondent on the treatment of tram-car mules in Pernambuco, which appears in another column, we are reminded of a proposition not long since made by a shareholder of the Botanical Garden company to take over the administration of that line and make it pay better dividends. And the first thing he proposed to do was to cut down the food allowance to the mules! As every one well knows, the American company always fed their animals generously and kept them in prime condition, the result of which was that a better looking and more willing lot of mules could not be found anywhere. We shall deeply regret to see this policy changed by the present Brazilian company.

A very serious as well as discreditable occurrence has recently transpired at the Misericórdia hospital. One day last month a friend of one of the patients, whose case had been declared hopeless, requested to be notified of his death, but was informed that such privileges are not granted for patients in the general infirmary. On the 29th he called again, when he was informed that his friend was dead. No trace of the body, however, could be found; neither the papers affixed to the bed, nor the records of the funeral department, gave any clue to it. The impression is that the body has been turned over to the Medical School. The incident, however, shows a laxity in administration which is anything but creditable to the authorities.







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11 17	Tamer,	Santos, Montevideo and Buenos Ayres.
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